

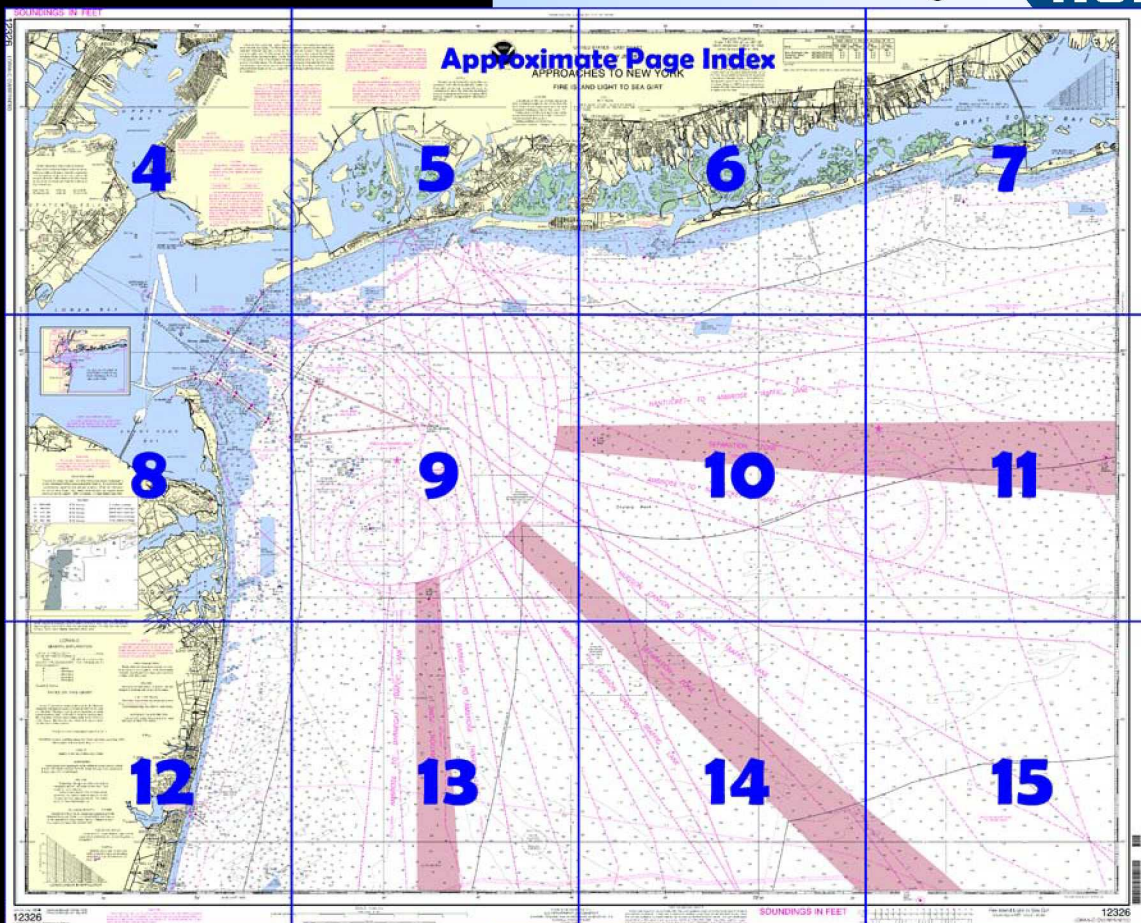
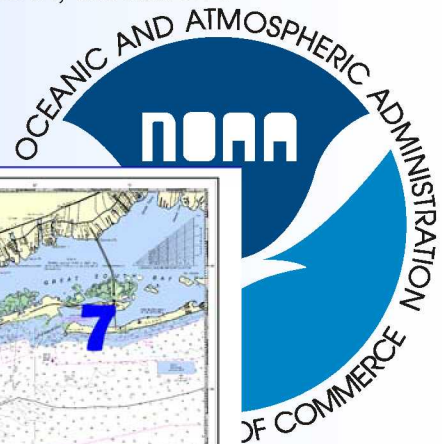
# BookletChart<sup>TM</sup>

## Approaches to New York Fire Island Light to Sea Girt (NOAA Chart 12326)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

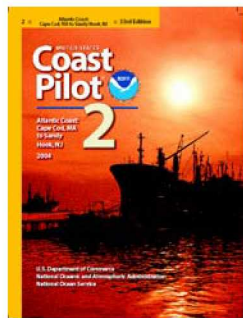
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 2, Chapter 11 excerpts]

(4) The four most prominent landmarks, which can be seen for a long distance at sea, are the Fire Island Light and a tower at Jones Beach on the Long Island shore, and the Highlands of Navesink and the microwave tower at Atlantic Highlands on the north end of the New Jersey coast. When nearing the Lower Bay of New York Harbor, Ambrose Light will be seen; it marks the entrance to Ambrose Channel which is the principal deepwater passage through the Lower Bay.

(5) The south coast of Long Island from Fire Island Inlet to Rockaway Inlet has a general 263° trend for 30 miles. It is a clean shore and may be approached as close as 1 mile, with not less than 5 fathoms except off the inlets where the shore should be given a berth of at least 1.5 miles. This coast is characterized by sandy beaches and summer resorts at the eastern

end, and amusement parks and densely settled communities at the western end.

(6) The shoreline is broken by three prominent and navigable inlets which lead to the inland waterway along the south shore of Long Island. Fire Island Inlet is at the eastern extremity, and its entrance is marked by lights and buoys. Jones Inlet is about 12 miles to the west of Fire Island Inlet. The entrance is prominently indicated by the 202-foot lighted tower at Jones Beach on the eastern side and by an elevated tank at Point Lookout on the west side of the inlet. Jones Beach State Park is on the east side of the inlet; a lighted tower in the park is a conspicuous landmark.

(7) East Rockaway Inlet, about 8 miles westward of Jones Inlet, is the extreme western entrance to the inland waterway. The inlet entrance is marked by a breakwater with a light on its seaward end. The shoreline between the two inlets is closely built up with large communities. Elevated tanks, towers, and other tall structures are prominent in this area.

(12) The most prominent landmark southward of the entrance to New York Harbor is the high wooded ridge forming the **Highlands of Navesink**. A tall condominium on the ridge and a microwave tower at Atlantic Highlands to the west are also prominent. The brownstone towers of the abandoned Navesink Lighthouse on the easternmost spur of the highlands are 73 feet above the ground and about 246 feet above the water. The northerly tower is octagonal, and the southerly tower is square. A private seasonal light is shown from the northerly tower.

(17) Modern surveys show the existence of a canyon, evidently cut by the Hudson River in prehistoric days, across the Continental Shelf, extending about 120 miles southeastward from off Sandy Hook. The inshore section is called the **Mud Gorge** and the offshore section the **Hudson Canyon**.

In some sections of this cut the depths are considerably greater than those adjacent to it and the walls are very steep. The use of soundings permits a very accurate determination of a ship's position by the comparison of the soundings with the depth curves on the charts. The bottom of the Mud Gorge is usually of mud; on both sides of it sand predominates.

(18) **Cholera Bank**, about 10 miles southeastward of Ambrose Light, is about 2 miles long in an east-west direction and has a least depth of 10 fathoms. The bank is raised very little above the general level of the bottom, however, because the bottom is rocky in character, soundings will give useful indications in thick or foggy weather. During the summer numerous vessels may be seen on this bank.


(21) The currents affecting navigation in the approach to New York Harbor are those due to winds. The largest velocity likely to occur under storm conditions is about 1.5 knots. A sudden reversal in the direction of the wind produces a corresponding change in the current, either diminishing or augmenting the velocity. Sustained winds do not maintain the currents at the maximum velocities. The velocity is about 0.2 knots at Ambrose Light. The largest velocity likely to occur is 2 knots.

(22) Between Nantucket and Cape May away from the immediate vicinity of the shore, the tidal currents are generally rotary. They shift direction, usually clockwise, at an average rate of about 30° an hour, and have velocities generally less than 0.3 knot except in the vicinities of the entrances to the larger inland waterways where the velocities increase as the entrances are approached. For a considerable distance from the inlets, strengths of flood and ebb set respectively toward and away from those entrances, and minimums of velocity, corresponding to the slacks of reversing currents, set at right angles to the direction of flood and ebb strengths.

(23) Offshore and away from the influence of the tidal flow into and out of the larger bays, the tidal current maintains an approximately uniform velocity. Shifting its direction continuously to the right, it sets all directions of the compass during each tidal cycle of 12.4 hours. (See the Tidal Current Tables for the predicted times and velocities of the tidal currents at a number of locations in the coastal waters.) (24) Between

Nantucket Island and Sandy Hook there is a general drift of the sea south-southwestward. The average velocity of this movement is about 0.1 knot.

# Table of Selected Chart Notes

**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

**HEIGHTS**  
Heights in feet above Mean High Water.

Corrected through NM Apr. 18/09  
Corrected through LNM Apr. 7/09

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NOTE E**  
Shoaling reported varying in depth from about 4 feet at north end to about 20 feet at the south end.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilots 2 and 3 for important supplemental information.


**NOTE F**  
**INLET BUOYS**  
Due to frequent changes in position, the buoys in Fire Island Inlet, Jones Inlet and East Rockaway inlet are not charted.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**NOTE N**  
Subsurface hydroacoustic arrays and fish pots located within dashed area. Arrays are 22 feet in length, secured to bottom by concrete moorings. Occasional pop-up buoys may be present as arrays are released for retrieval.



**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.368" northward and 1.530" eastward to agree with this chart.

**FISH TRAP AREAS**  
Boundary lines of fish trap areas are shown thus:   
Submerged piling may exist in these areas.

**Mercator Projection**  
Scale 1:80,000 at Lat. 40° 26' North American Datum of 1983 (World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

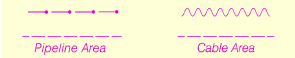
**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
 (Accurate location)  (Approximate location)

**NOTE S**  
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

For Symbols and Abbreviations see Chart No. 1

**CABLE AND PIPELINE AREAS**  
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:





Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.



**NOTE H**  
**AREA TO BE AVOIDED**  
To avoid the risk of pollution and damage to the environment this area has been designated an Area to be Avoided. Assets carrying petroleum, dangerous or toxic cargoes, or any vessel exceeding 1,000 gross tons should avoid this area.

**NOTE C**  
**PRECAUTIONARY AREA**  
Traffic within the Precautionary Area may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

  
**NOTE B**  
**DANGER AREA**  
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.

**POLLUTION REPORTS**   
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE M**  
**RECOMMENDED VESSEL TRACKS**  
Recommended vessel tracks for coastwise tug and barge vessels approaching from or leaving toward the south and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are requested to follow the designated tracks. See U.S. Coast Pilot 2, Chapter 11.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA, and 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers, in New York, NY. Refer to charted regulation section numbers.


**NOTE G**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**NOTE D**  
**TRAFFIC SEPARATION SCHEME**  
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York Harbor but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: 

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

| TIDAL INFORMATION   |  |                        |                 |                |
|---|--|------------------------|-----------------|----------------|
| PLACE   | Height referred to datum of soundings (MLLW) |                        |                 |                |
|   |  | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME  | (LAT/LONG)                                   | feet                   | feet            | feet           |
| East Rockaway Inlet   | (40°36' N/73°44' W)                          | 4.6                    | 4.3             | 0.2            |
| Governors Island  | (40°42' N/74°01' W)                          | 4.9                    | 4.6             | 0.2            |
| Sandy Hook  | (40°28' N/74°01' W)                          | 5.2                    | 4.9             | 0.2            |
| Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a> . (Mar 2009) |  |                        |                 |                |

**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).





## North

~~SCALE 1:80,000~~

See Note on page 5.



# 5







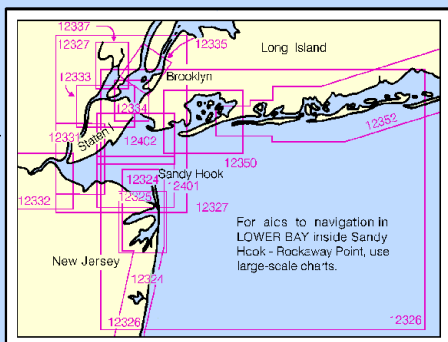
Joins page 4

vessels approaching from or leaving toward the south and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are requested to follow the designated tracks. See U.S. Coast Pilot 2, Chapter 11.

CONTINUED ON CHART 12331

# LOWER BAY

(use chart 12402)



## CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

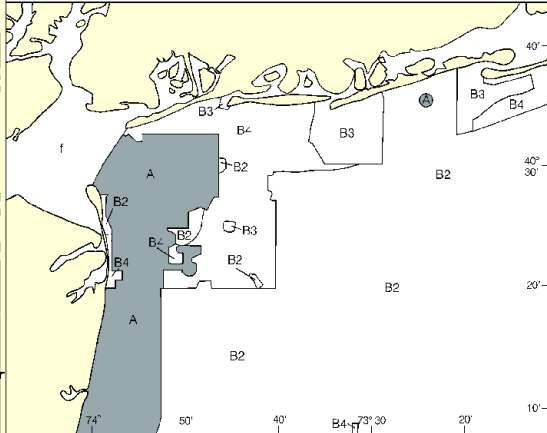
○ (Accurate location) ○ (Approximate location)

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## SOURCE

|              |             |                         |
|--------------|-------------|-------------------------|
| A 1990-2008  | NOS Surveys | full bottom coverage    |
| B2 1970-1989 | NOS Surveys | partial bottom coverage |
| B3 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 1900-1939 | NOS Surveys | partial bottom coverage |
| f            | Chart 12327 |                         |



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## LORAN-C

## GENERAL EXPLANATION

## NOTE

Subsurface hydroacoustic arrays and fish traps located within dashed area. Arrays located within dashed area. Arrays located within dashed area.

Joins page 12

8



Printed at reduced scale.

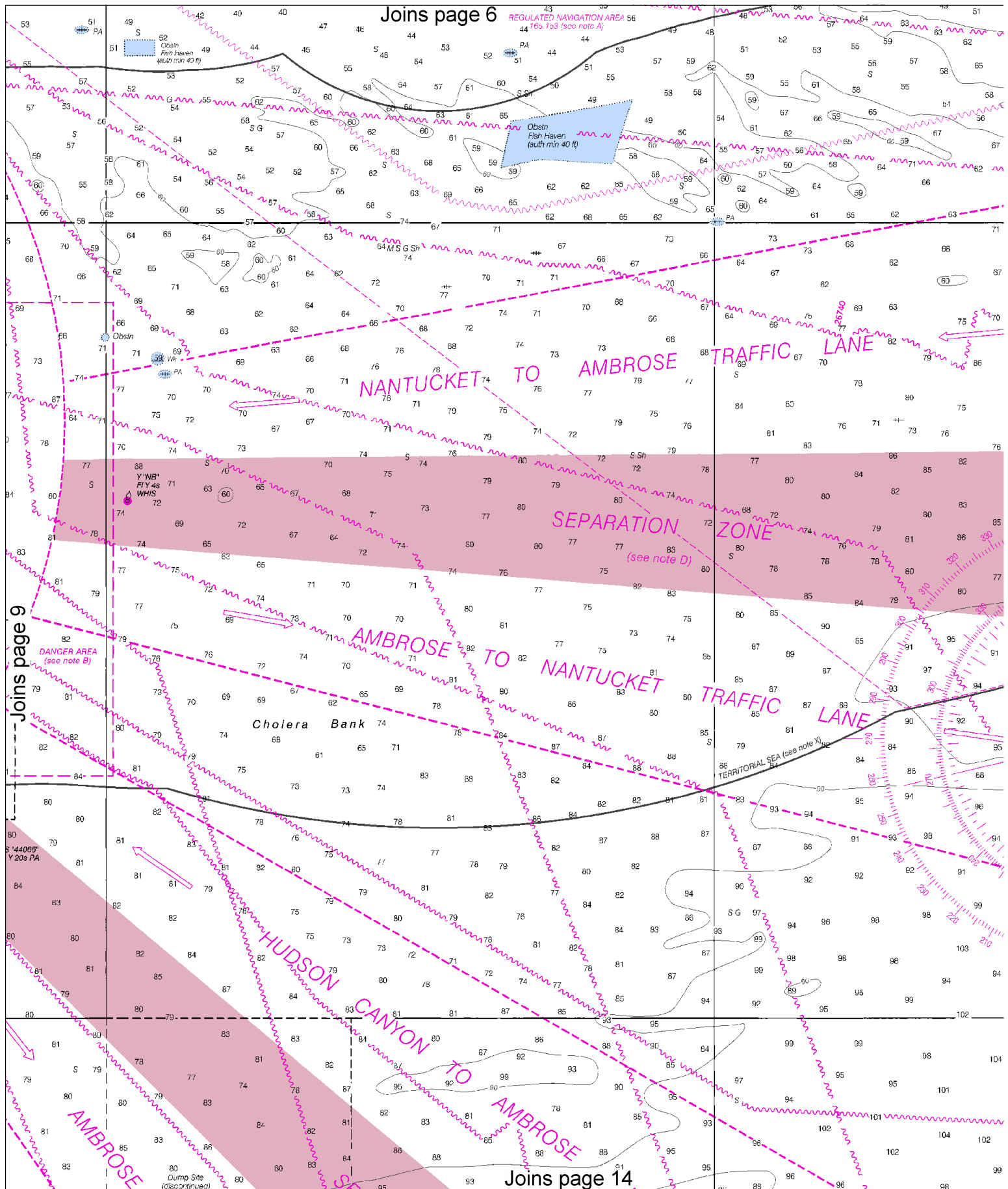
SCALE 1:80,000

See Note on page 5.









10



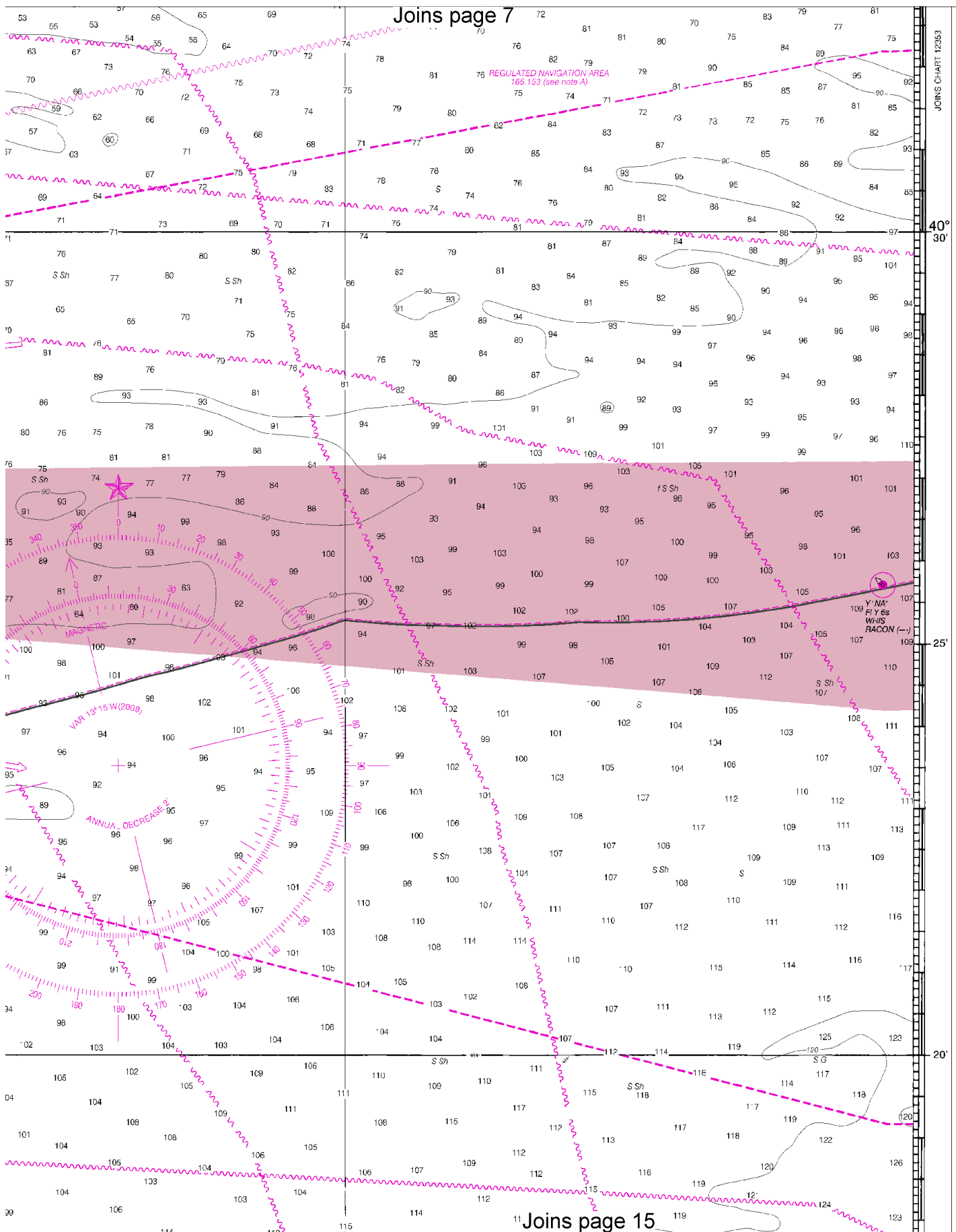
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SCALE 1:80,000

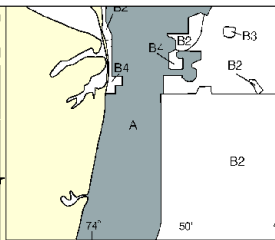
See Note on page 5.







Joins page 8



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz  
PULSE REPETITION INTERVAL ..... 99.600 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 9960-X

## RATES ON THIS CHART

Loran-C correct on tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criterion established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ————

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### POLLUTION REPORTS

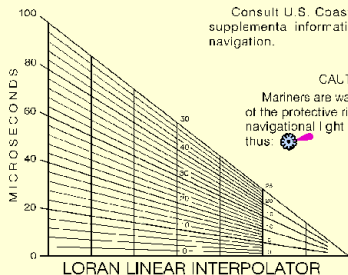
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### AIDS TO NAVIGATION

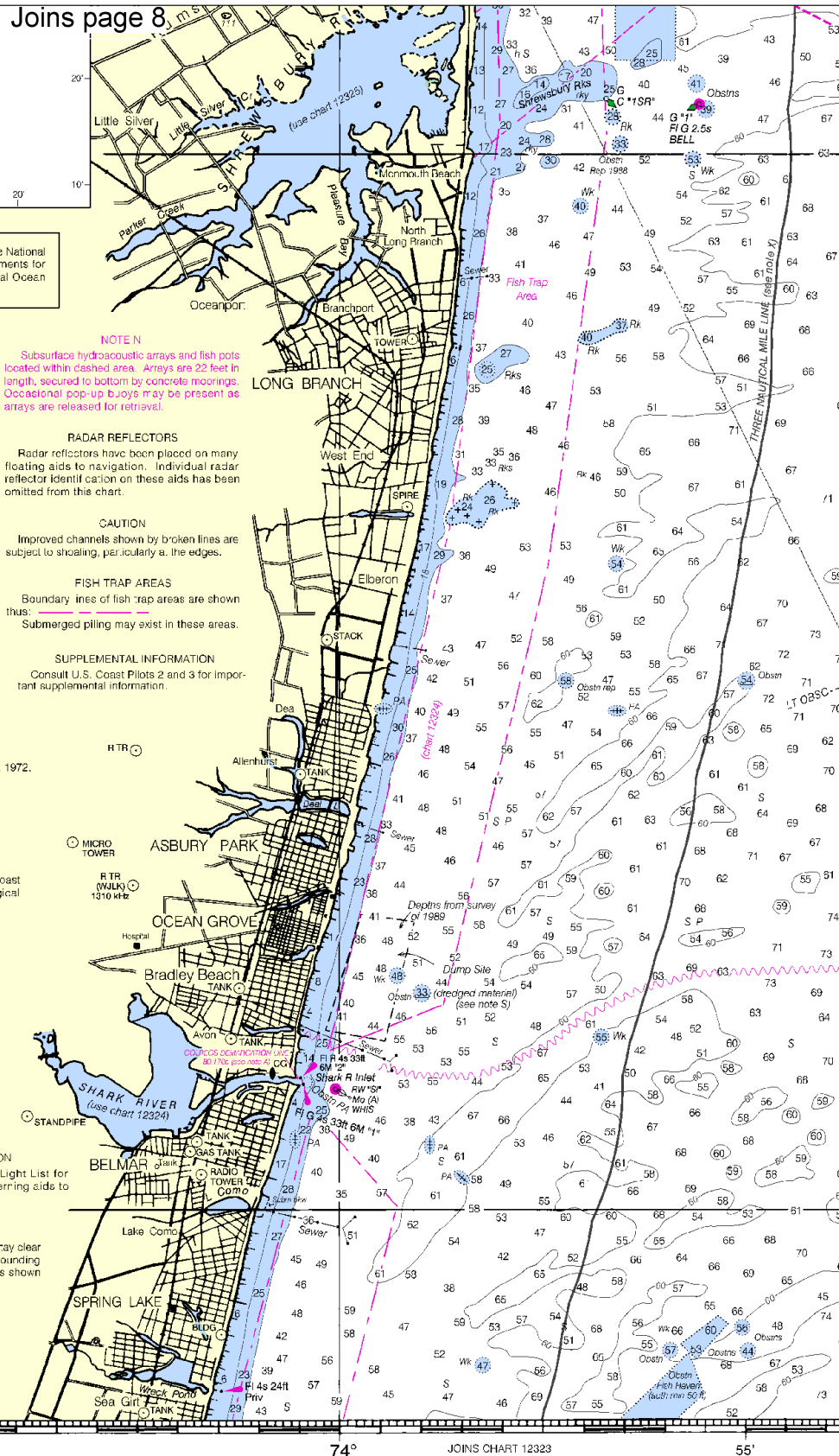
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ————



LORAN LINEAR INTERPOLATOR



### NOTE

Subsurface hydroacoustic arrays and fish pots located within dashed area. Arrays are 22 feet in length, secured to bottom by concrete moorings. Occasional pop-up buoys may be present as arrays are released for retrieval.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ————  
Submerged piling may exist in these areas.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 and 3 for important supplemental information.

51st Ed., Apr. / 09 ■ Corrected through NM Apr. 18/09  
Corrected through LNM Apr. 7/09

12326

LORAN-C OVERPRINTED

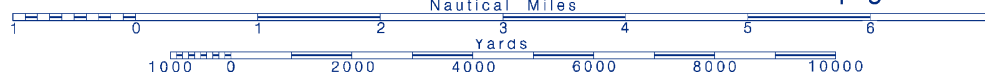
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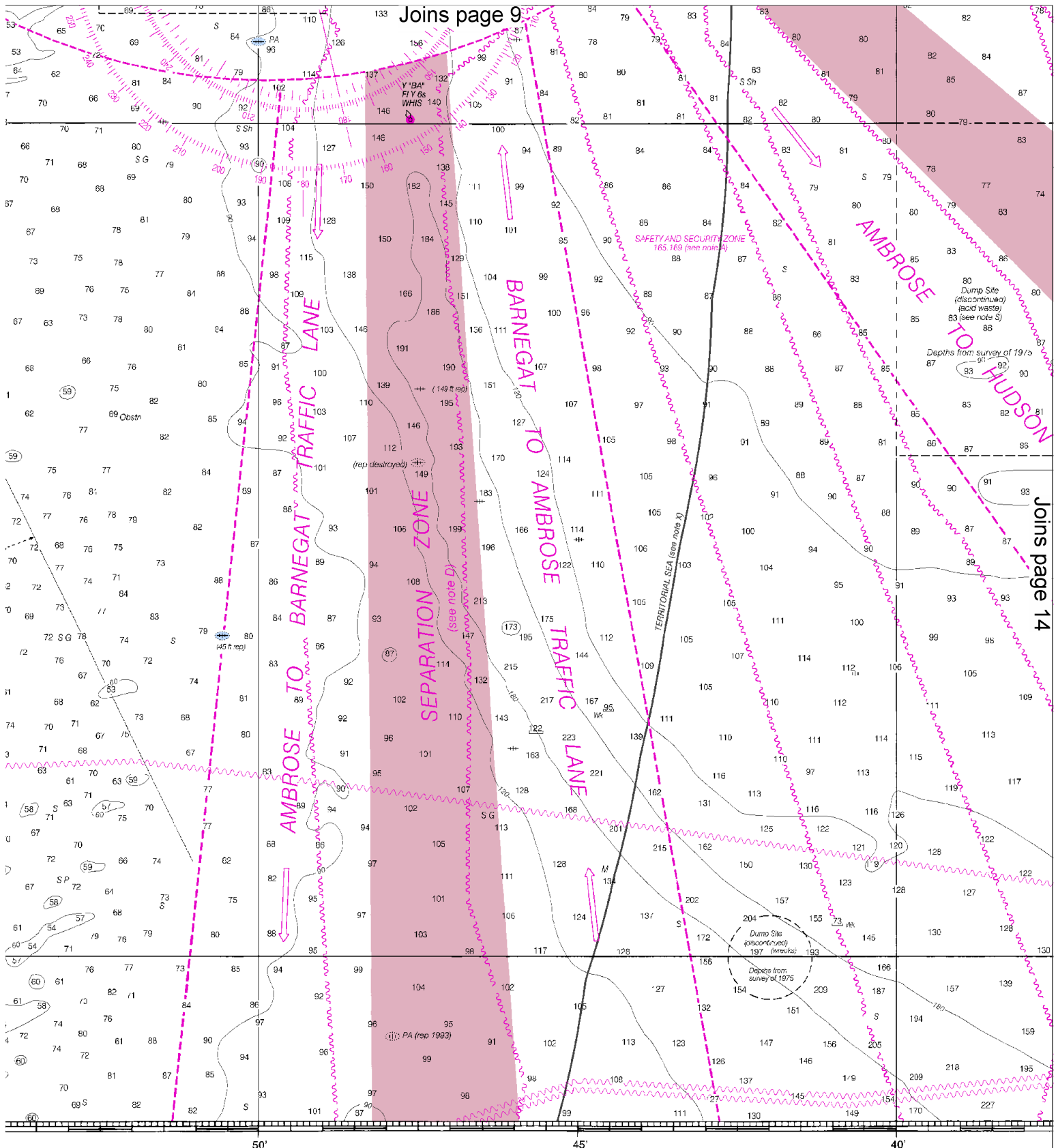
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



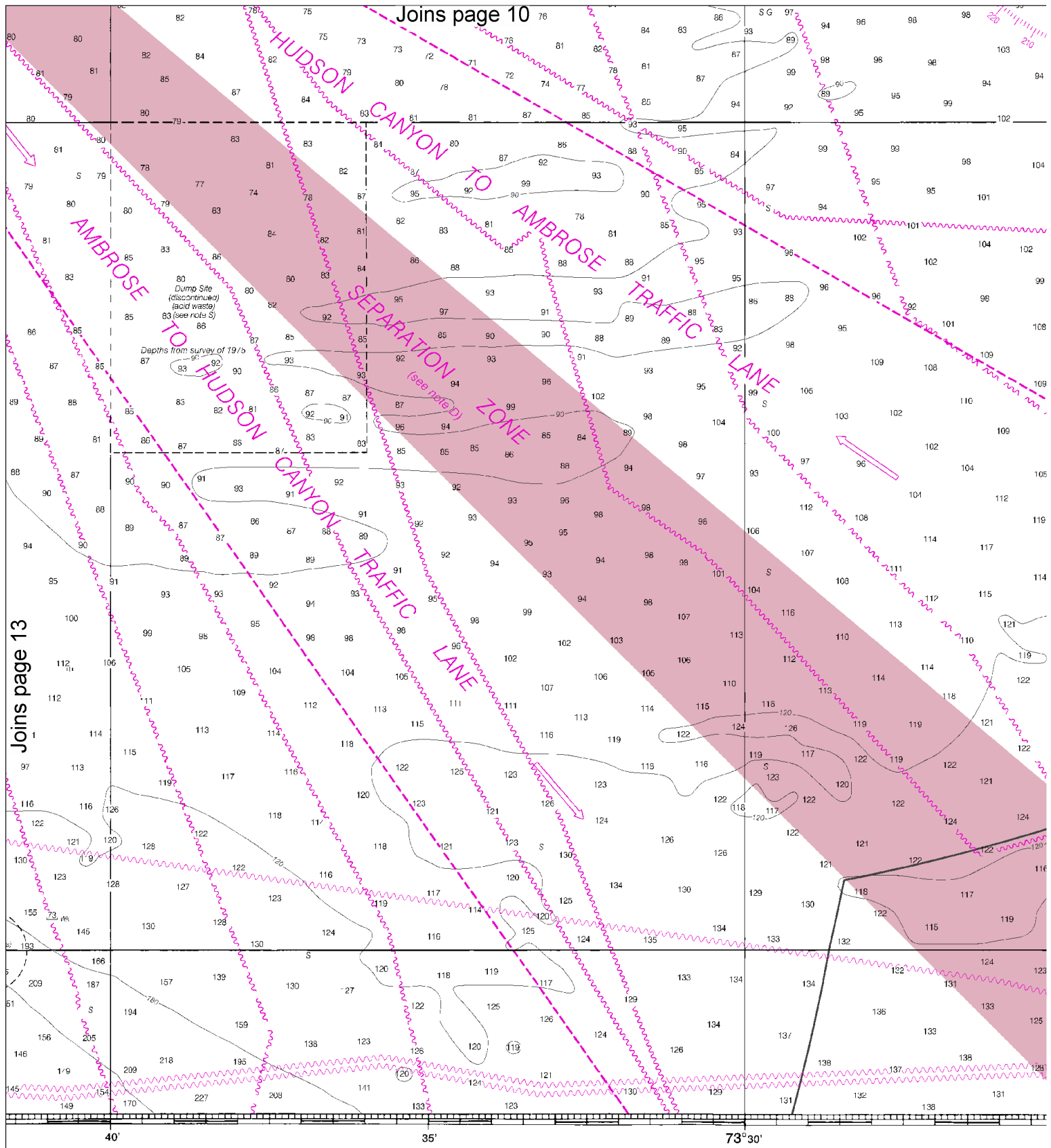




SCALE 1:80,000  
Nautical Miles



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Manasquan Inlet** – 732-899-0130

**Coast Guard Shark River Inlet SAR** – 732-776-6730

**Coast Guard Sandy Hook** – 732-872-3428

**Coast Guard Kings Point** – 516-466-7135

**Coast Guard Fire Island** – 631-661-9102

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).